(b) how it compares with 1970-71 and 1980-81;

(c) whether there has been steady fall in the Railway's share in respect of both passenger and freight movement;

(d) if so, the reasons therefor; and

(e) the steps taken to correct the situation?

THE MINISTER OF STATE IN THE MINISTER OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (c) Regular compilation of rail and road shares in total freight movement is not done. Last time these were compiled by the Steering Committee on Perspective Planning for Transport Development set up by Planning Commission, which submitted its report in 1988, according to which Railway's share in Freight traffic during the years 1970 and 1980 were 71% and 65% respectively while for Passenger traffic, the Railway's share was 37% and 32% respectively. The Economic Survey 1995-96 assesses that presently road traffic accounts for 80% of passenger traffic and 60% of goods traffic.

(d) Transport is a derived demand. Railways are best suited for long distance bulk movement of traffic which is generally offered by Core sector industries. The actual performance, therefore, depends on traffic offering. Besides this, drop in rail share of traffic, both freight and passenger, is a world wide phenomenon and is not peculiar to Indian Railways alone.

(e) Due to resource constraints and reduced budgetary support, it has not been possible to expand the capacity on railways commensurate with the existing policy. It has led to retarded growth of traffic. Efforts are being made to capture the high rated traffic by adopting multimodal concept using the services of Container Corporation of India Ltd. Besides steps like quoting station to station rates, revitalising of Freight Forwarders Scheme, introduction of speed link express services are some of the other efforts being made to attract parcel traffic. For attracting passenger traffic efforts like introduction of MEMUs/DMUs/Push Pull services, inter-city trains, Shatabdi trains, AC-3 Tier coaches and increasing speed of trains have been made..

बोकारो और जमशेदपुर को जोड़ते हुए पटना तक सीधी रेल सेवा

2698. श्री गया सिंह: क्या रेल मंत्री यह बताने की कृपा करेंगे कि:

(क) क्या यह सही है कि बिहार के दो इस्पात नगरों तथा बोकारो और जमशेदपुर को जोड़ते हुए पटना तक कोई सीधी ट्रेन सेवा नहीं है; और

(ख) यदि हां, तो क्या सरकार बोकारो, जमशेदपुर और पटना को एक-दूसरे से जोड़ने वाली एक सुपरफास्ट रेलगाड़ी शुरू करने का विचार रखती है; यदि हां, तो कब तक?

रेल मंत्रालय में राज्य मंत्री (श्री सतपाल महाराज): (क) जी हां। तथापि, पटना से टाटानगर—(जमशेदपुर) तथा पटना से बोकारो को जोड़ने के लिए सीधी गाड़ी सेवाएं उपलब्ध हैं।

(ख) फिलहाल ऐसा कोई प्रस्ताव नहीं है।

Tobaco cultivation in KamaUka and Andhra Pradesh

2699. SHRI HANUMANTHA RAO: Will the Minister of AGRICULTURE be pleased to state:

(a) the steps proposed to be taken to encourage tobacco cultivation in dry areas of Kamataka and Andhra Pradesh

(b) whether any steps have been taken to survey the potential of such areas; and

(c) the details of such survey?

THE MINISTER OF AGRICULTURE (SHRI CHATURANAN MISHRA): (a) There is no proposal to encourage tobacco cultivation in the dry areas of Kamataka and Andhra Pradesh.

(b) and (c) Question does not arise.